

BookletChartTM

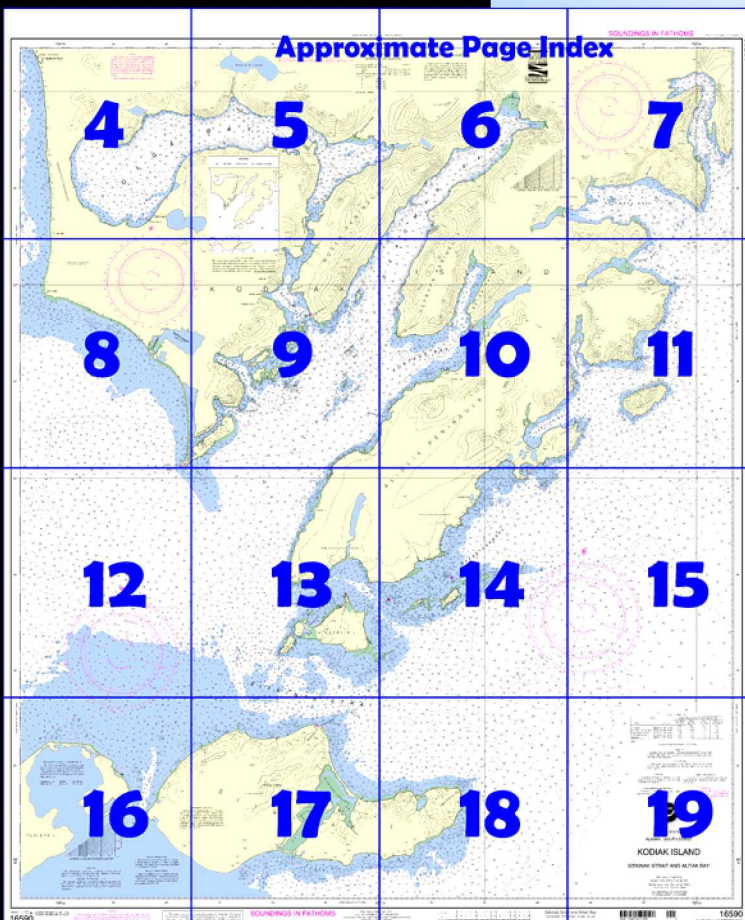
Kodiak Island, Sitkinak Strait and Alitak Bay

(NOAA Chart 16590)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

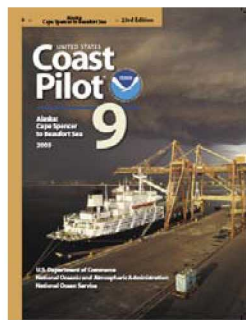
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 5 excerpts]

(443) **Japanese Bay**, consisting of an inner and outer bay, is narrow and has its entrance 2 miles NW of Twoheaded Island. A rock, covered 2 fathoms and generally not marked by kelp, is in the middle of the entrance. Broken bottom extends NE of the rock to a group of large rocks, 60 feet high, which overspread the E part of the entrance. The E and W shores of the bay are fringed with many submerged and rocks awash. The channel for entering the bay is W of the 2-

fathom rock.

(444) Vessels may anchor near the head of the outer bay. After entering proceed midchannel until the inner tangent of the group of large rocks in the entrance is in range with the outermost of the two high rocks off Twoheaded Island. Then anchor in 15 to 16 fathoms, mud bottom.

(445) The restricted entrance to the inner bay is about 190 yards wide. The channel curves around the end of the gravel spit, but has a depth of 11 fathoms. A vessel may be beached on the N side of the spit. It has been reported that vessels should avoid anchoring NW of the spit, as the holding ground is poor. Several vessels have reported being blown ashore in heavy NE weather.

(447) The coast of **Aliulik Peninsula** from Cape Kaguyak to Cape Trinity, the SW extremity of Kodiak Island, is bordered by foul ground. Extensive foul areas also surround Geese Islands and Aiaktalik Island which are along this coast. Geese Channel is not navigable except for small vessels, and ships proceeding along this coast pass through Sitkinak Strait. Old Kaguyak Bay and Russian Harbor provide anchorage for small vessels.

(450) A channel is between Flat Island and the mainland; its width is narrowed by heavy kelp beds on either side.

(459) The passage between Sundstrom and Aiktalik Islands should prove useful to small craft in that it avoids the whirlpools and tide rips around the SW point of Sundstrom Island. Both sides of the narrow passage are lined with heavy kelp but the midchannel is clear of kelp and has a controlling depth of about 2½ fathoms.

(460) The passage between Aiaktalik and Geese Islands is navigable for small vessels and has a controlling depth of about 6 fathoms. The chart is the best guide.

(461) The passage between Kodiak Island and the chain composing Aiaktalik Island and Geese Islands, via Geese Channel and Russian Harbor, is used considerably by small local vessels.

(463) **Russian Harbor**, between Aiaktalik Island and Kodiak Island, is a temporary anchorage in moderate weather, in about 8 fathoms, hard sand bottom. There is but little shelter, and strong tide rips are frequent.

(464) In general it is difficult to make courses good passing through Russian Harbor because of the strong currents, swirls, and eddies.

Aiaktalik Island Light 5 (56°43'54"N., 154°03'06"W.), 57 feet (17.4 m) above the water, is shown from a square frame with a green square daymark on the N point of the island. A middle ground in Russian Harbor has depths of 2½ fathoms.

(465) In **Aiaktalik Cove**, the seas and wind sweep around the point in moderate weather, making the cove an uncomfortable anchorage. The best anchorage for small vessels, affording excellent protection from the prevailing NE weather, is on the Kodiak Island side of Russian Harbor. This anchorage is 0.8 mile N of the point 3.4 miles E of Cape Trinity, opposite a stretch of sand beach in a break of the shore reef. The anchorage is in 4 fathoms, soft sand bottom.

(466) **Sitkinak Strait** is the broad strait lying between Trinity Islands and Kodiak Island. It is navigable for large vessels.

(467) The E approach is marked by Geese Islands on the N and **Cape Sitkinak**, the E end of Sitkinak Island, on the S. As viewed from seaward, this end of Sitkinak Island shows as precipitous dark rock and shale bluffs dominated by two peaks or heads; the N one is 605 feet high and the S one is 821 feet.

(468) Two groups of two bare rocks are 0.5 mile and 1 mile off Cape Sitkinak. The outer group, light gray in appearance, is 17 feet high, and the inner group is 13 feet high. Rocks awash are outside of the outer group of bare rocks.

(469) An extensive fan-shaped reef, the limits of which are marked by thick growing kelp, extends almost 2 miles E and S of the SE point of Aiaktalik Island. It is made up of two rocky ledges and many individual rocks, most of which uncover. It is believed that the rock on which the PAVLOF struck is located near the edge of this reef.

(470) A bank of considerable extent, with a least depth of 4¼ fathoms, is near the middle of Sitkinak Strait about 2 miles N of Whirlpool Point.

(471) **Whirlpool Point**, N point of Sitkinak Island, is low, flat, and sandy. **Whirlpool Point Light** (56°37'00"N., 154°05'36"W.), 51 feet (15.5 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point. The tower is reported to be a good radar target.

Table of Selected Chart Notes

Corrected through NM Sep. 08/07
Corrected through LNM Aug. 28/07

Mercator Projection
Scale 1:81,529 at Lat 56° 50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK KZZ-90 162.425 MHz
Pillar Mt, AK WNG-531 162.525 MHz
Sitkinak Dome, AK WNG-718 162.450 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.875" southward and 8.255" westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Three Saints Bay	(57°07'N/153°31'W)	feet 8.3	feet 7.7	feet 1.2
Jap Bay	(56°58'N/153°42'W)	8.2	7.6	1.2
Oipa Bay (Cannery)	(57°10'N/154°14'W)	1.4	1.1	0.1
Lazy Bay	(56°54'N/154°15'W)	11.7	10.9	1.6
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Aug 2007)				

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators):
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

2890

Additional information can be obtained at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

154°30'

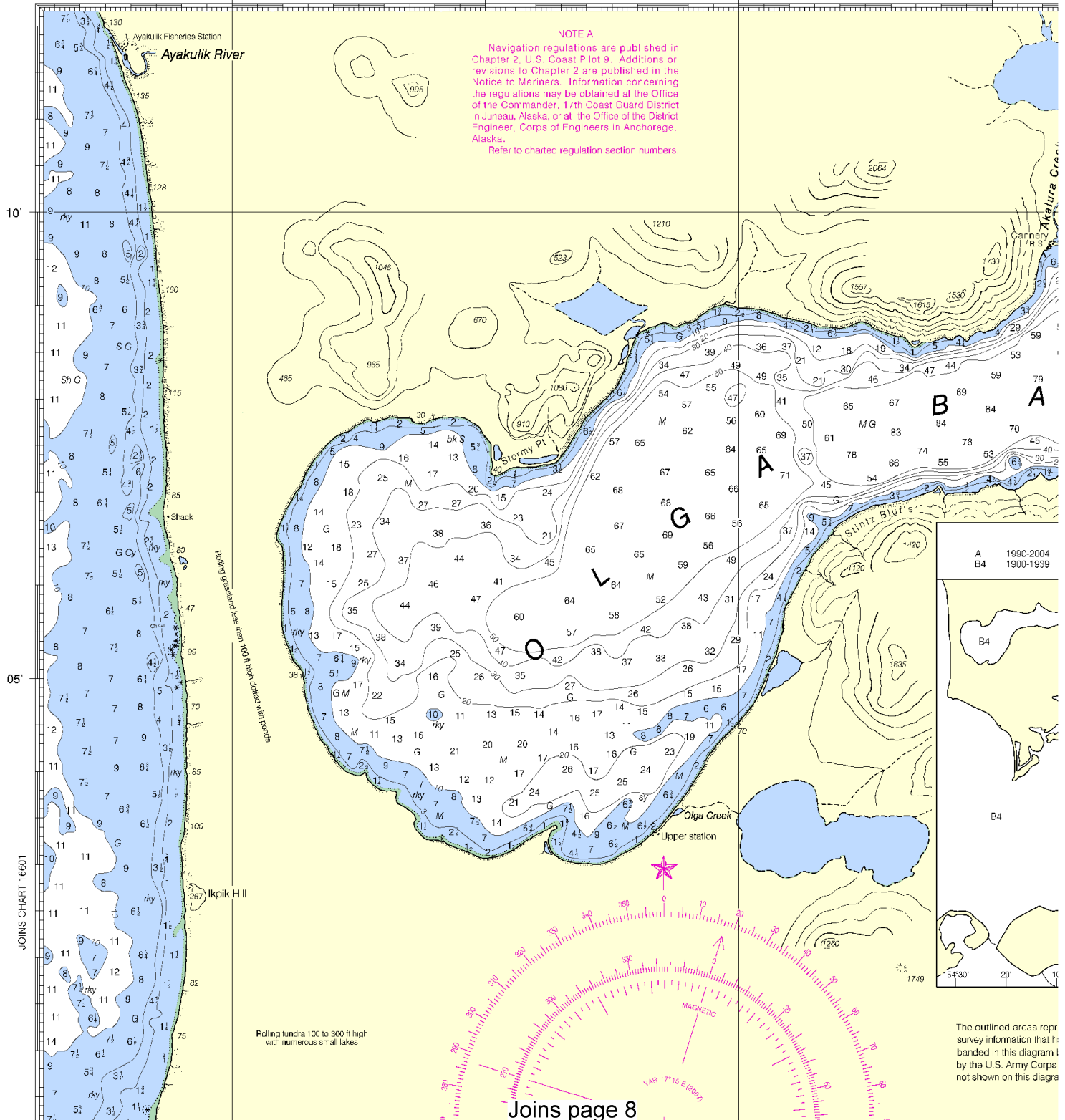
25'

20'

15'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.



4

North

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:108705. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

05'

154° W

55'

50'

COLREGS, 80.1705 (see note A)
 tions for Preventing Collisions at Sea, 1972.
 is chart falls seaward of the COLREGS Demarcation Line.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
 PULSE REPETITION INTERVAL
 7960.....79,600 Microseconds
 9990.....99,900 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station
 letter designators)
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

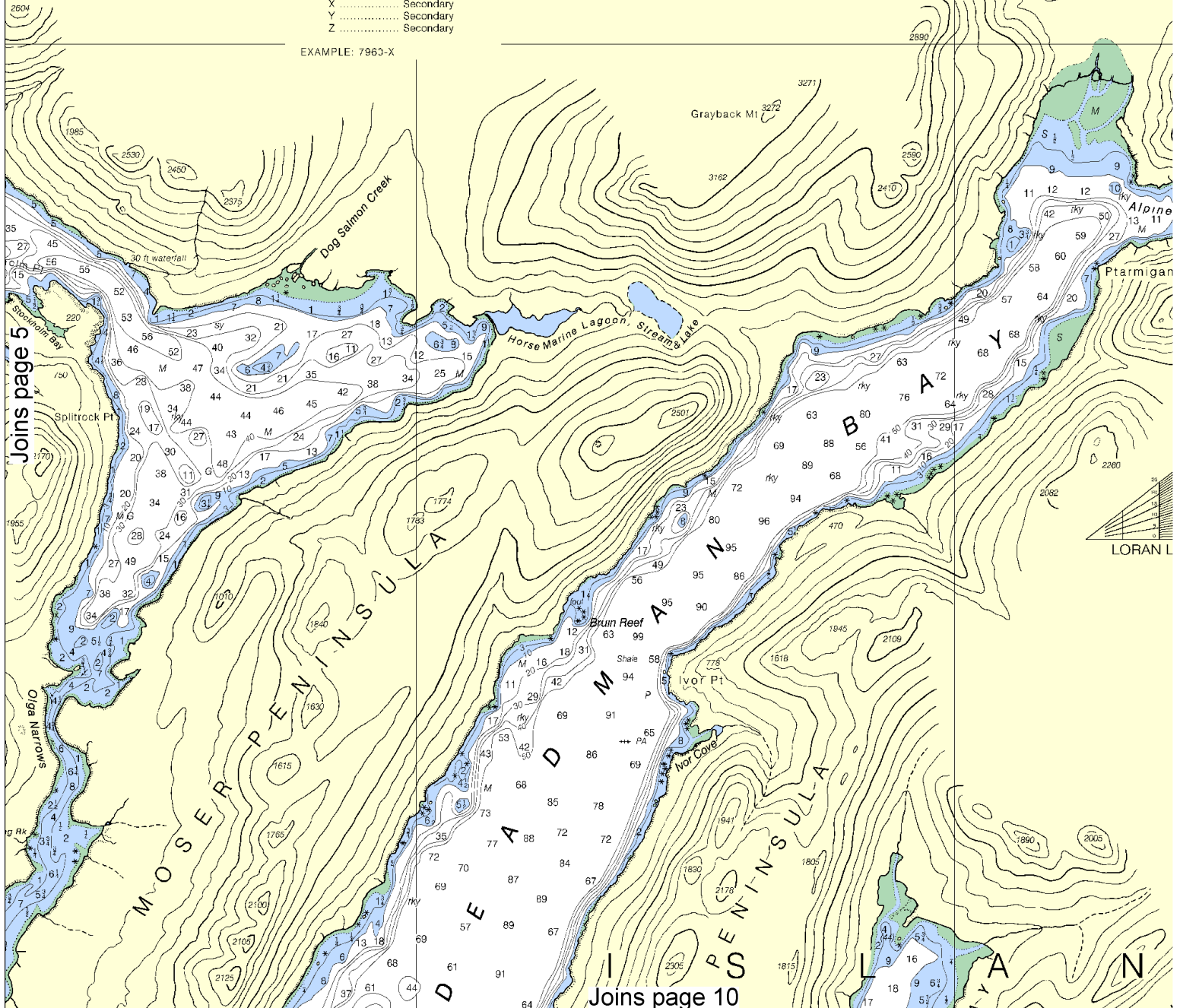
EXAMPLE: 7960-X

RATES ON THIS CHART

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 chart have been prepared for use with ground
 wave signals and are presently compensated only
 for theoretical propagation delays which have not
 yet been verified by observed data. Mariners are
 cautioned not to rely entirely on the latitudes in in-
 shore waters. Skywave corrections are not
 provided.

Radar re-
 flecting ai-
 reflector is
 omitted fr-

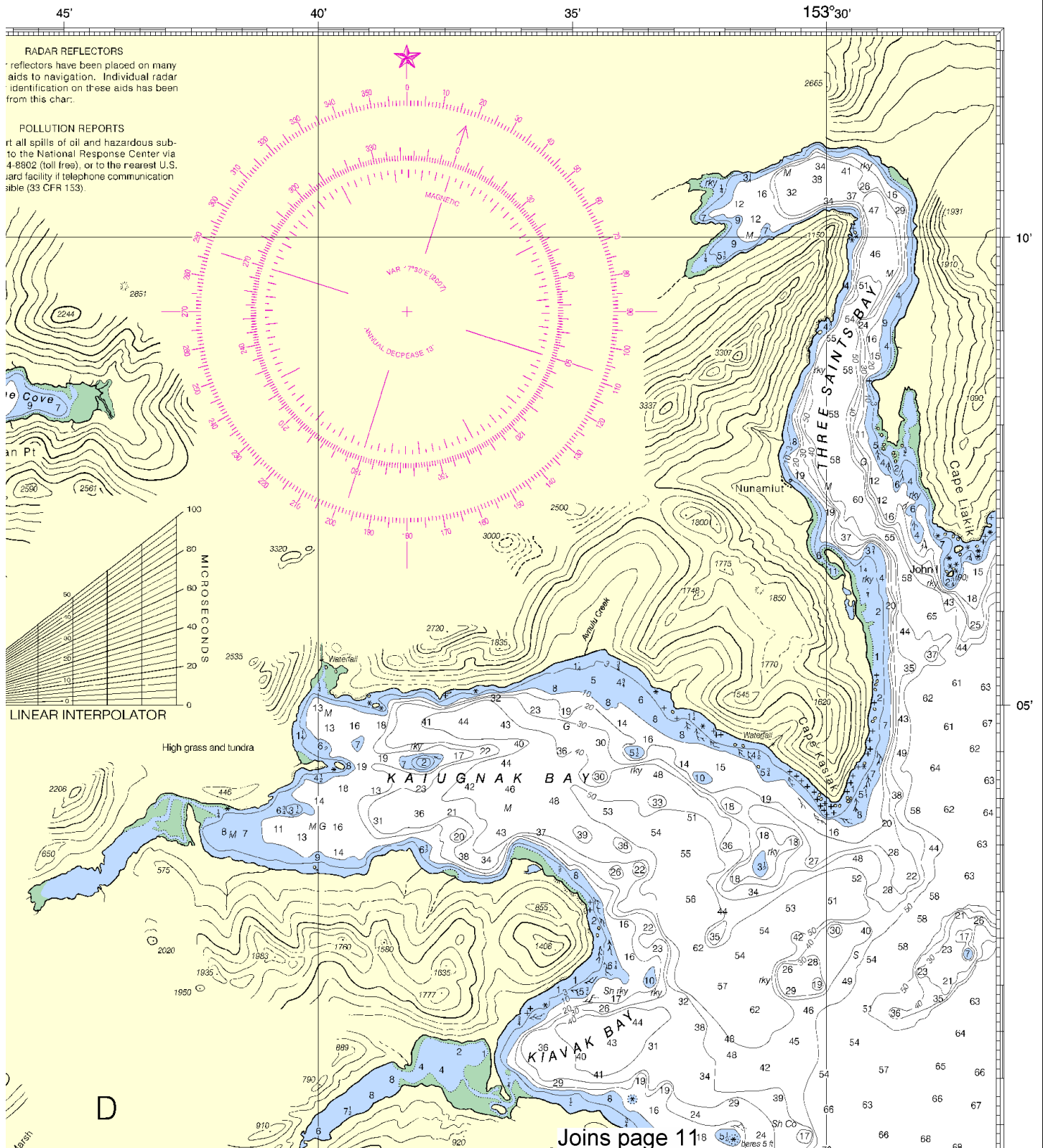
Report
 stances to
 1-800-424-
 Coast Guar-
 is impossi-



6



SOUNDINGS IN FATHOMS



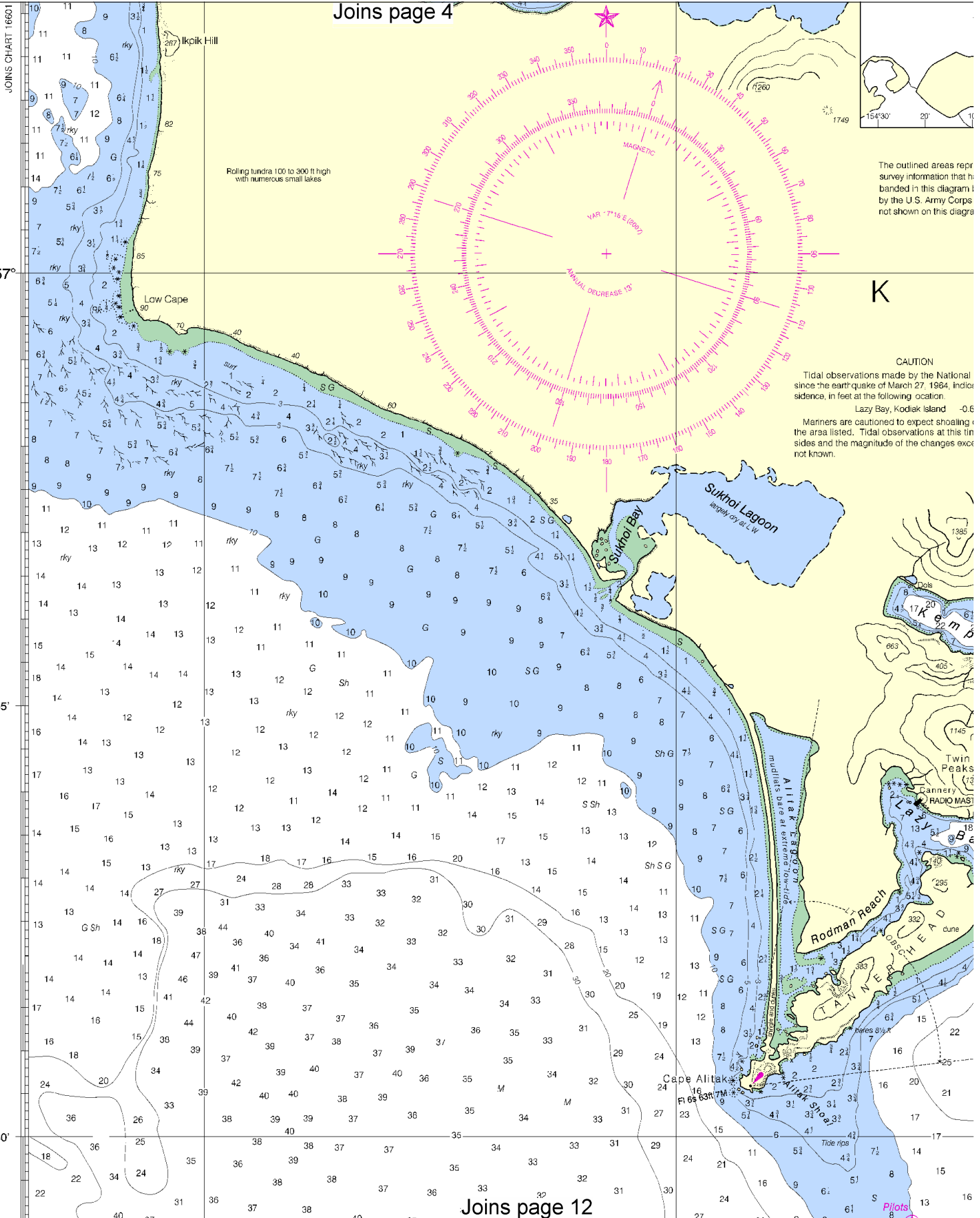
16590

LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



Joins page 4



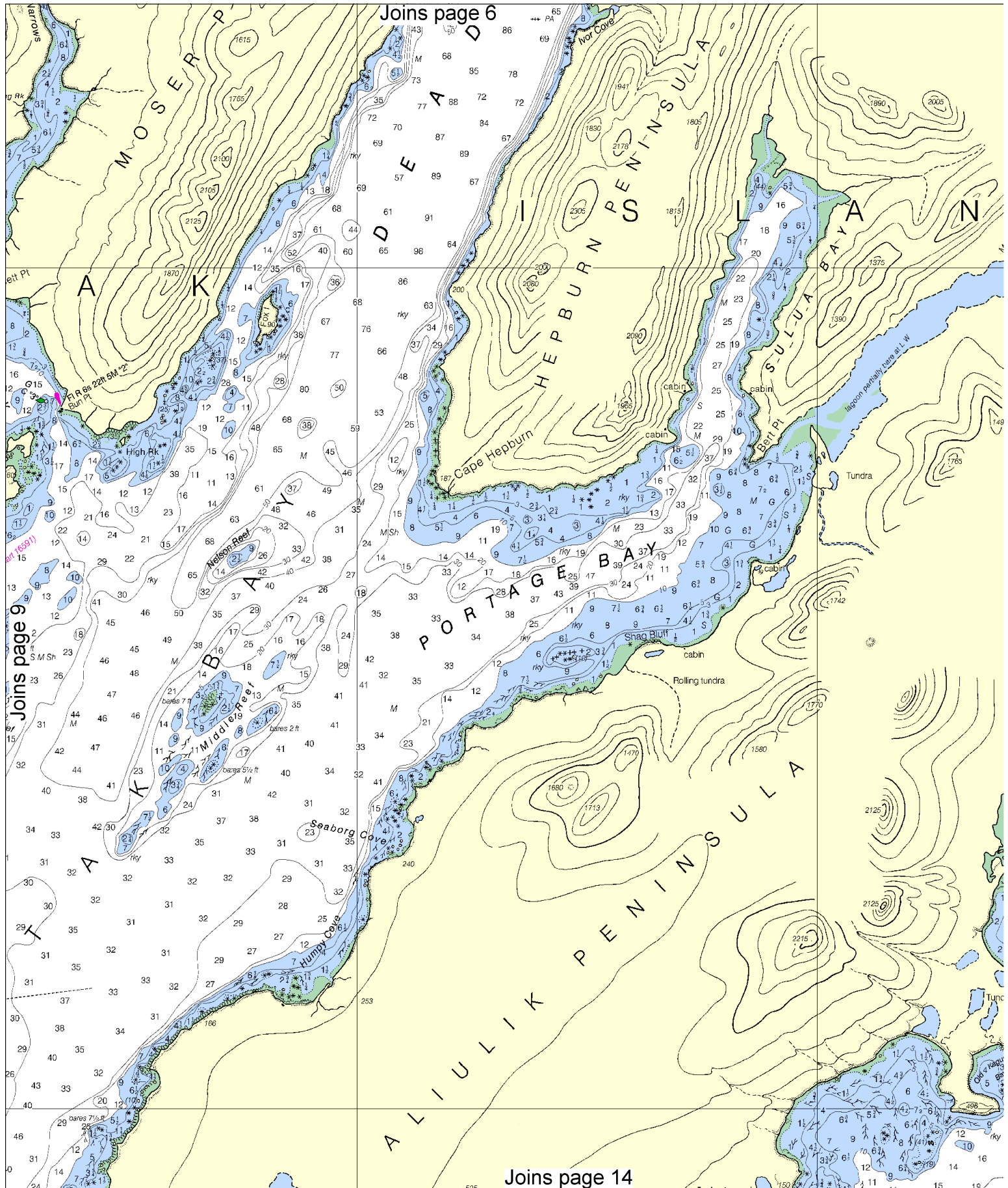
The outlined areas represent survey information that has been included in this diagram by the U.S. Army Corps of Engineers. Not shown on this diagram.

CAUTION
Tidal observations made by the National since the earthquake of March 27, 1964, indicate subsidence, in feet at the following location:
Lazy Bay, Kodiak Island -0.6
Mariners are cautioned to expect shoaling in the area listed. Tidal observations at this time and the magnitude of the changes are not known.

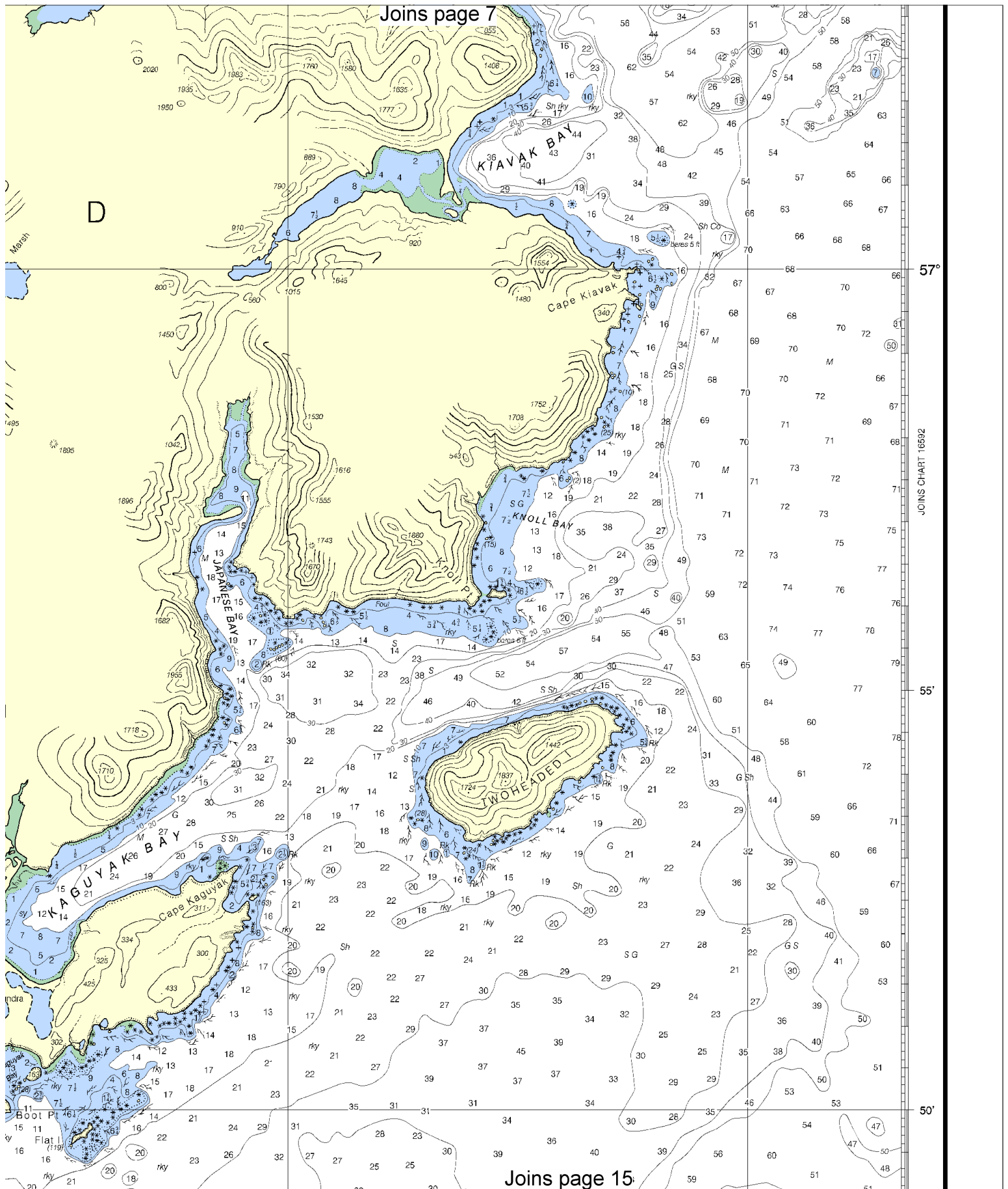
Joins page 12

8





Joins page 7



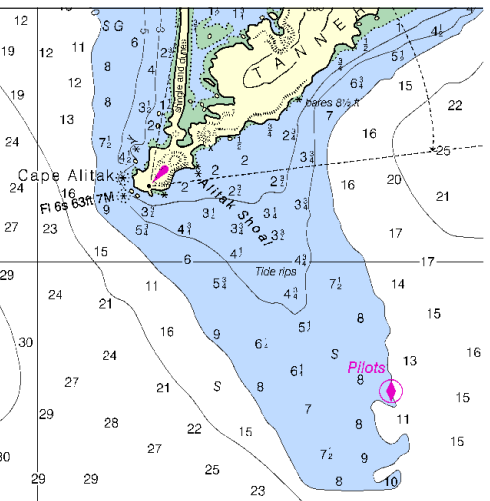
57°

55'

50'

Joins page 15

Joins page 8



50'

45'

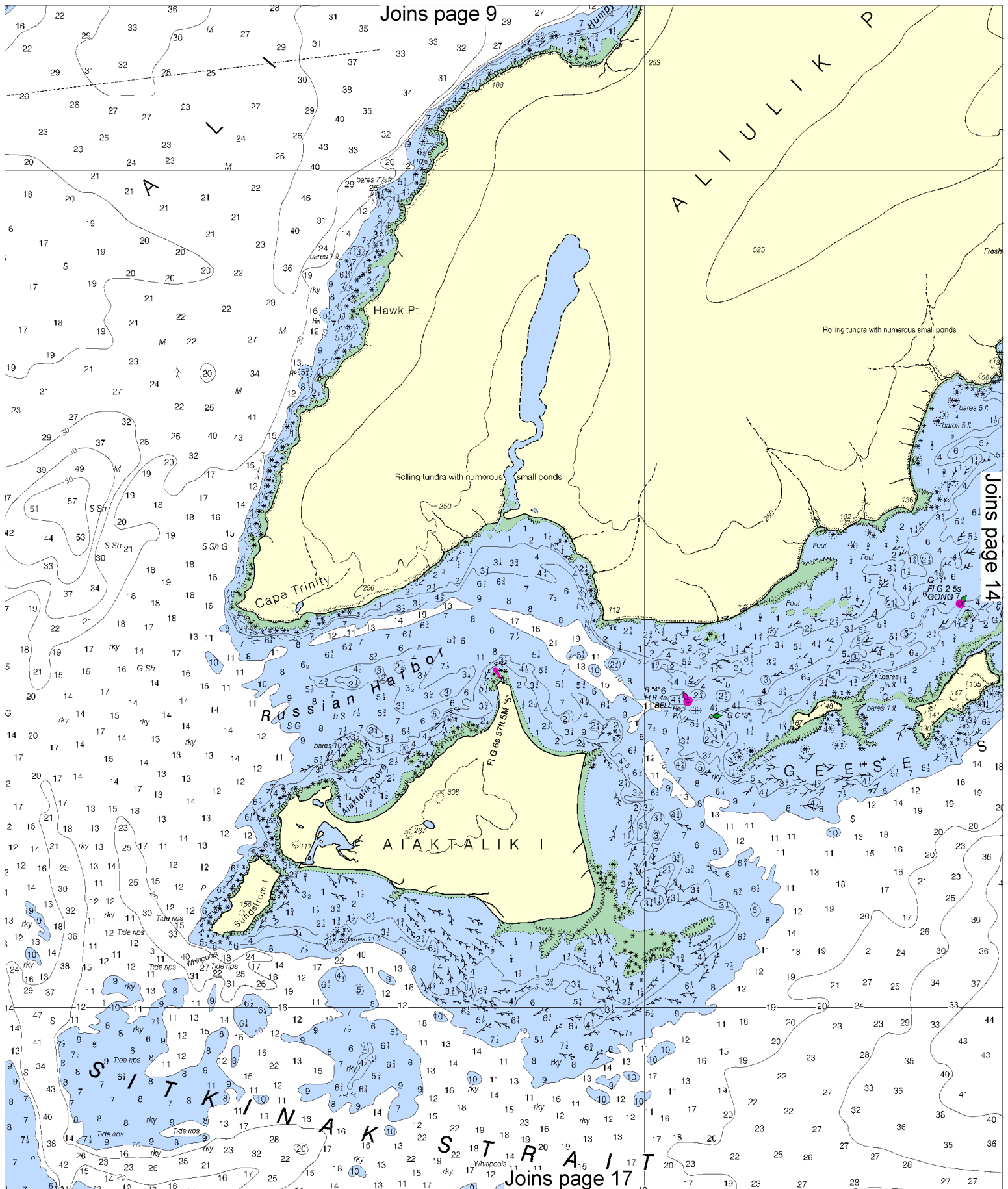
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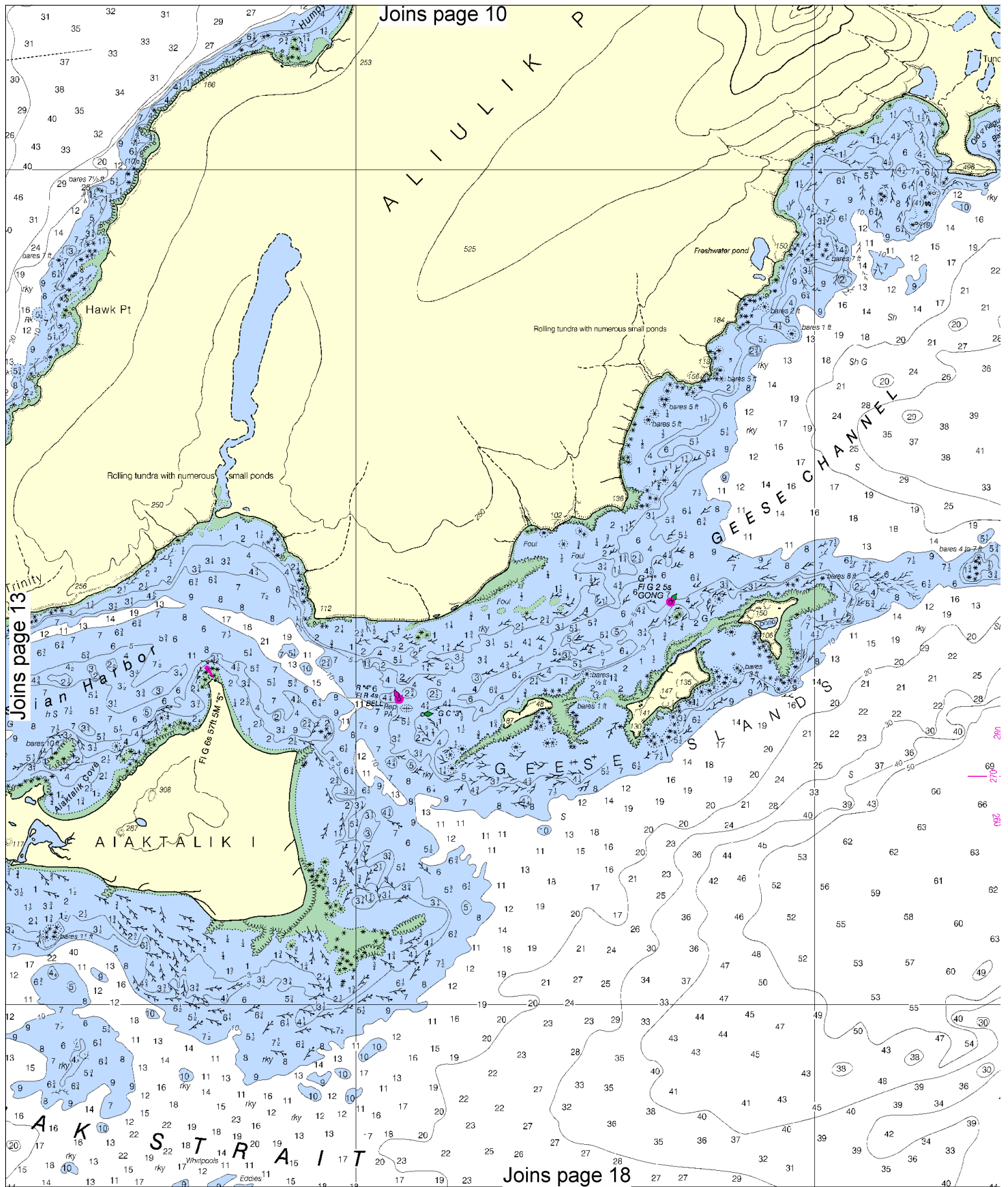
HT 16580

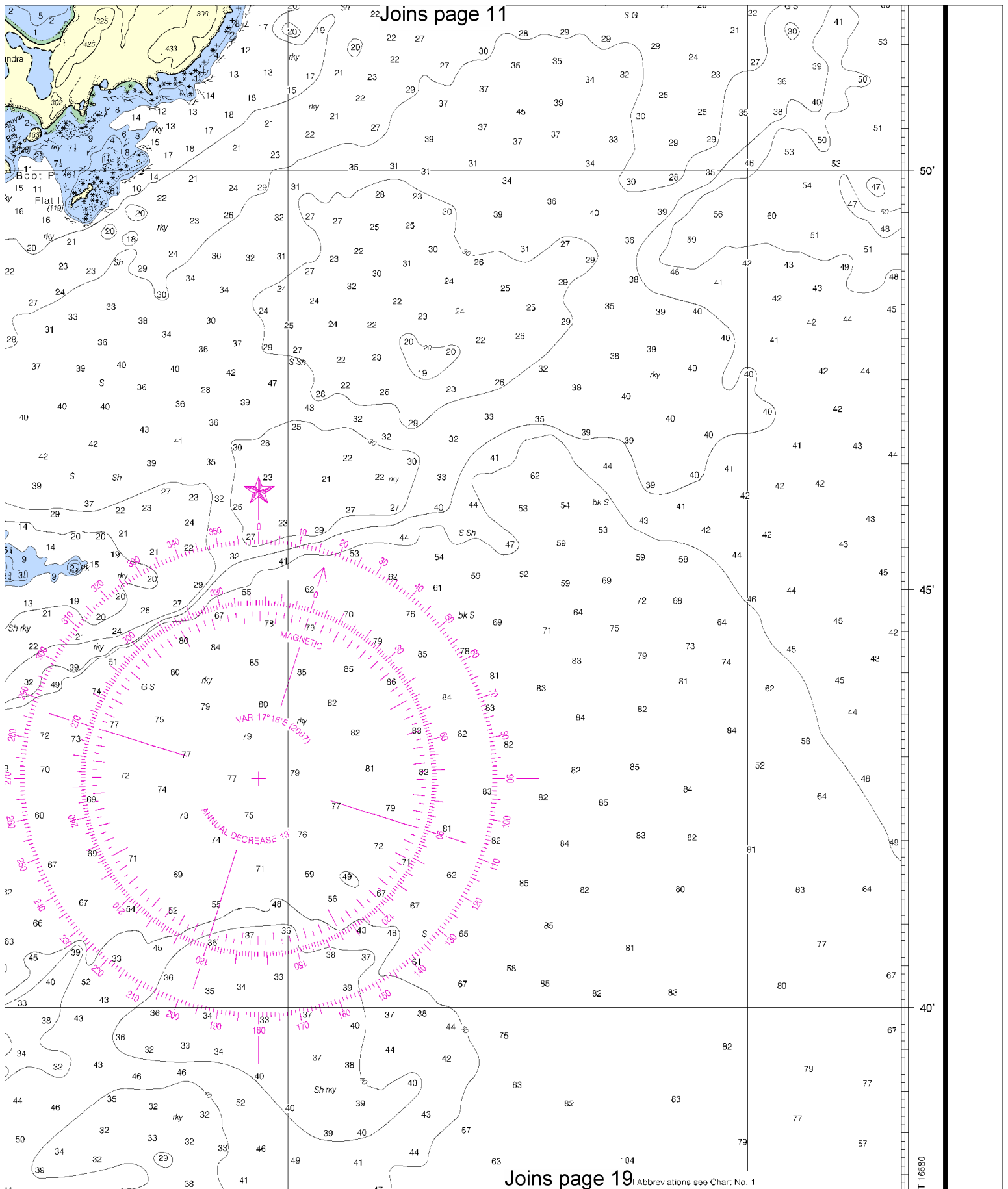
Joins page 16

12

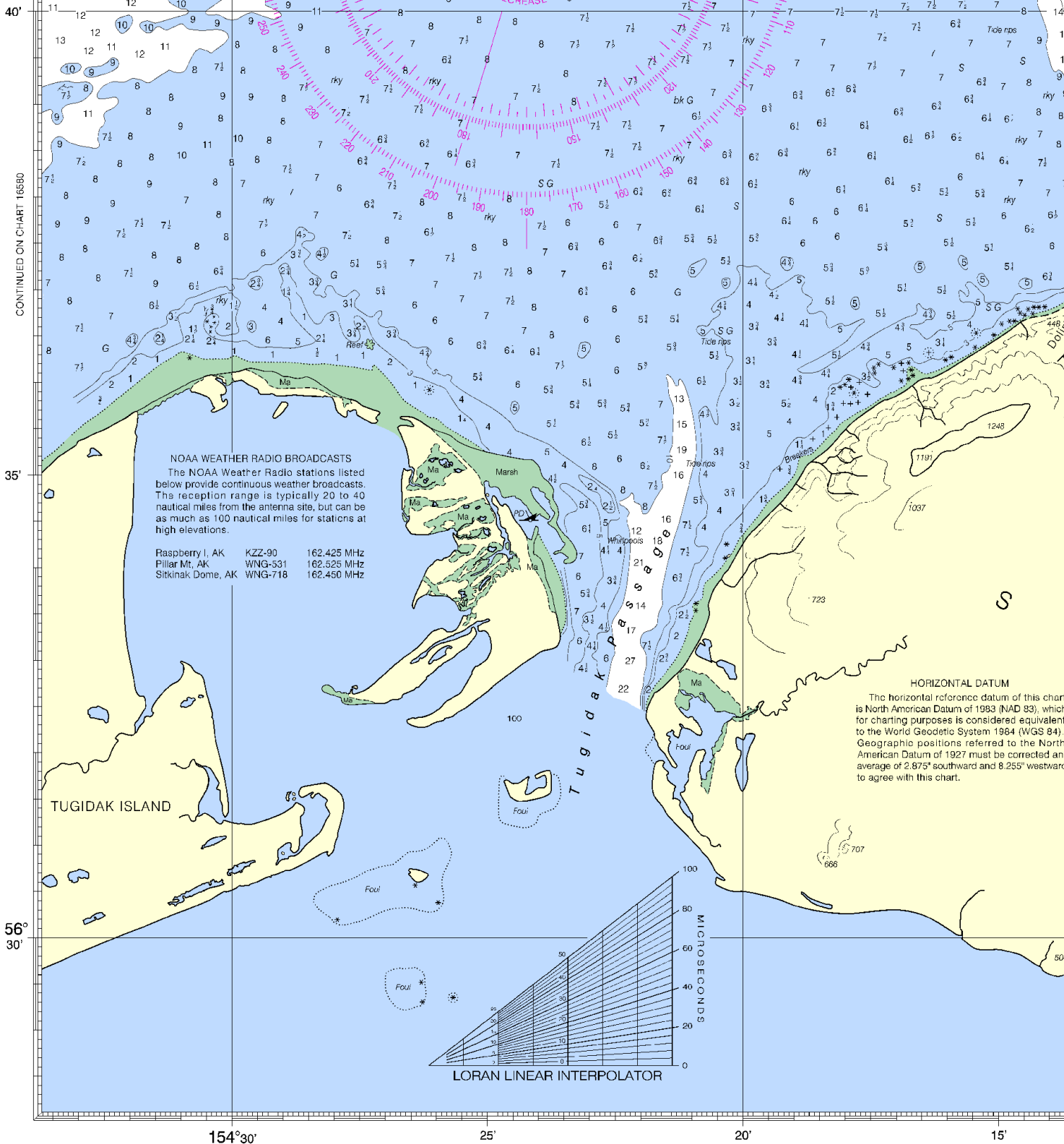








CONTINUED ON CHART 16580



11th Ed., Sep. / 07 ■ Corrected through NM Sep. 08/07
 Corrected through LNM Aug. 28/07

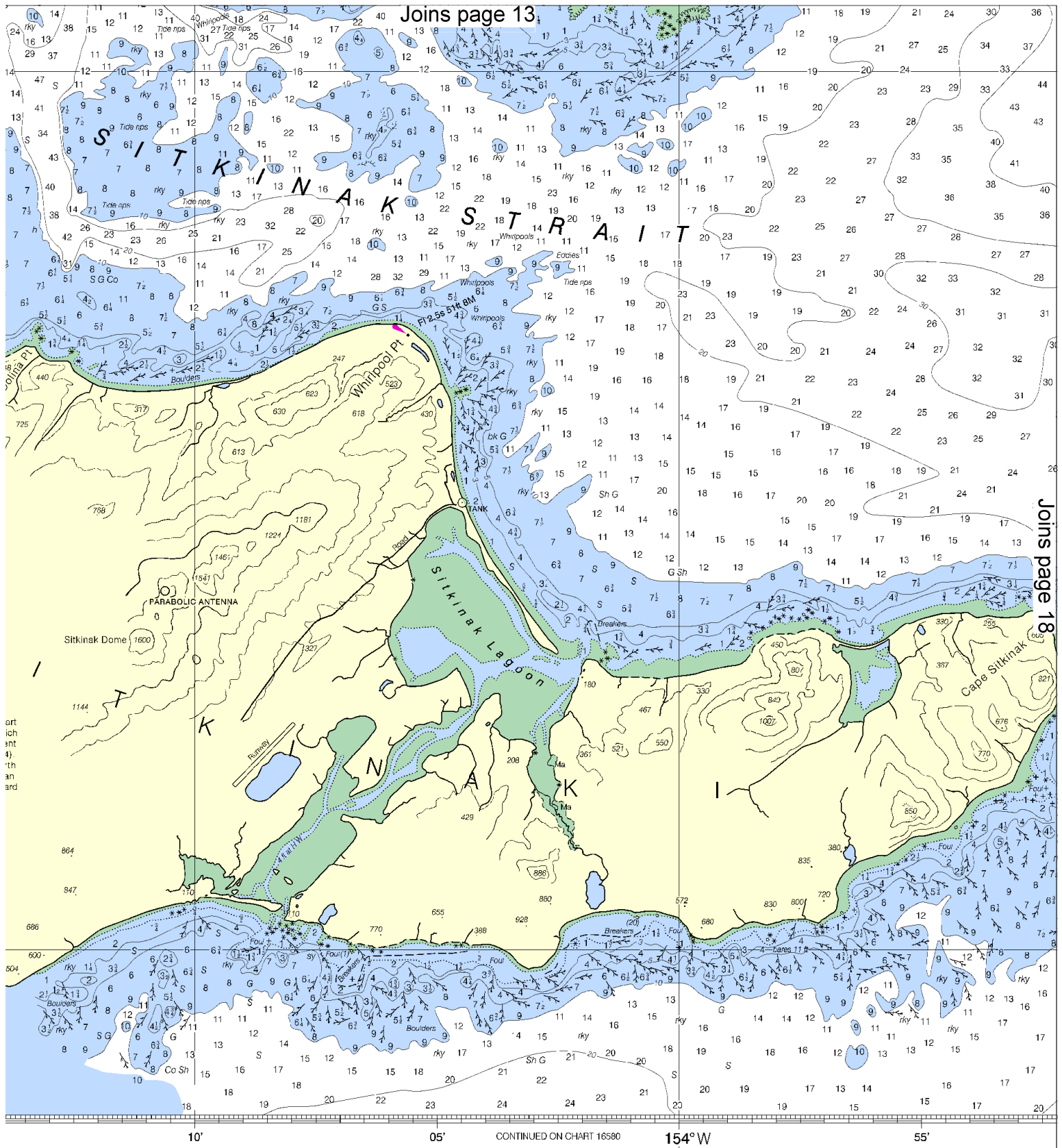
16590

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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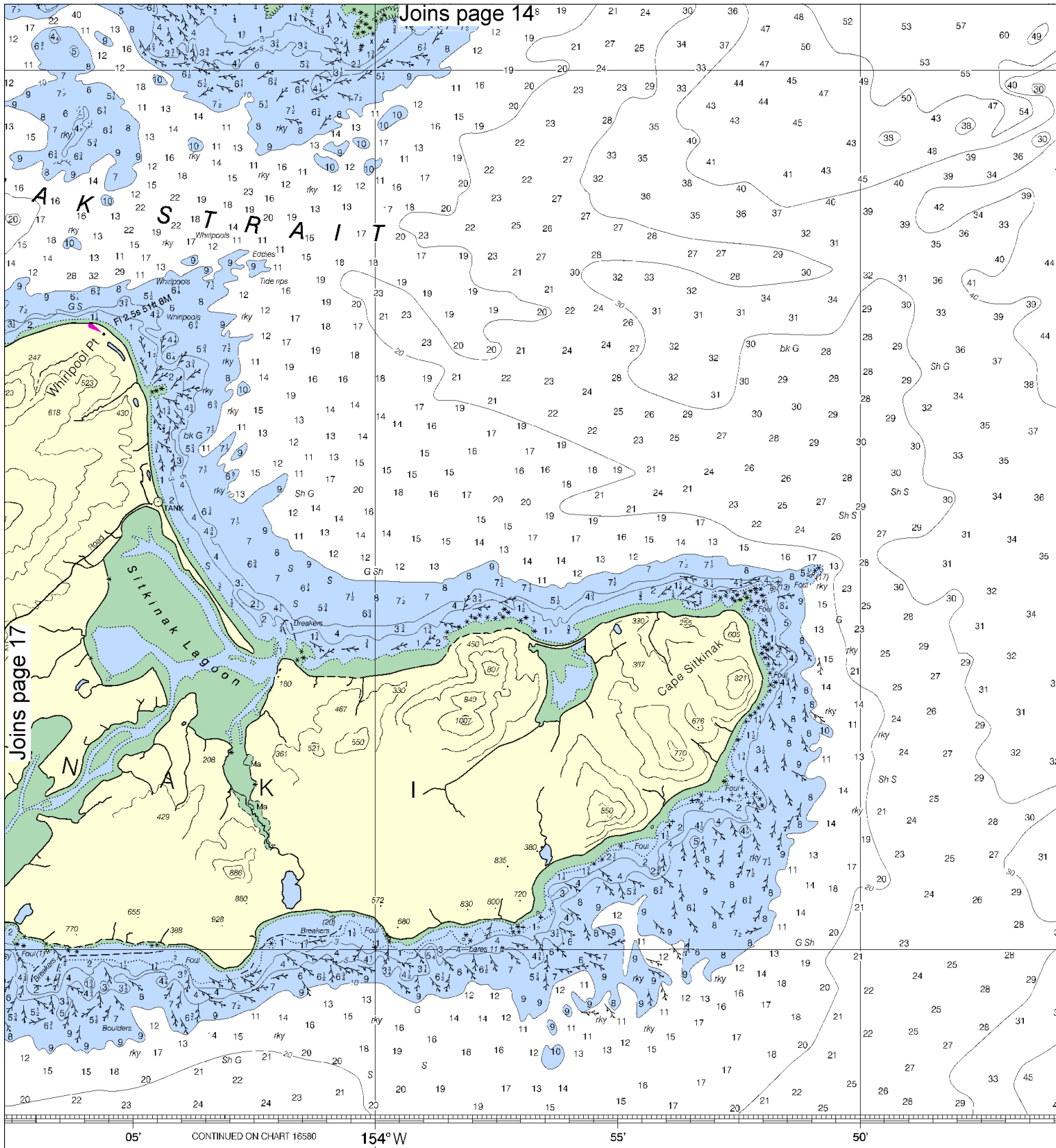


Joins page 13

Joins page 18

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



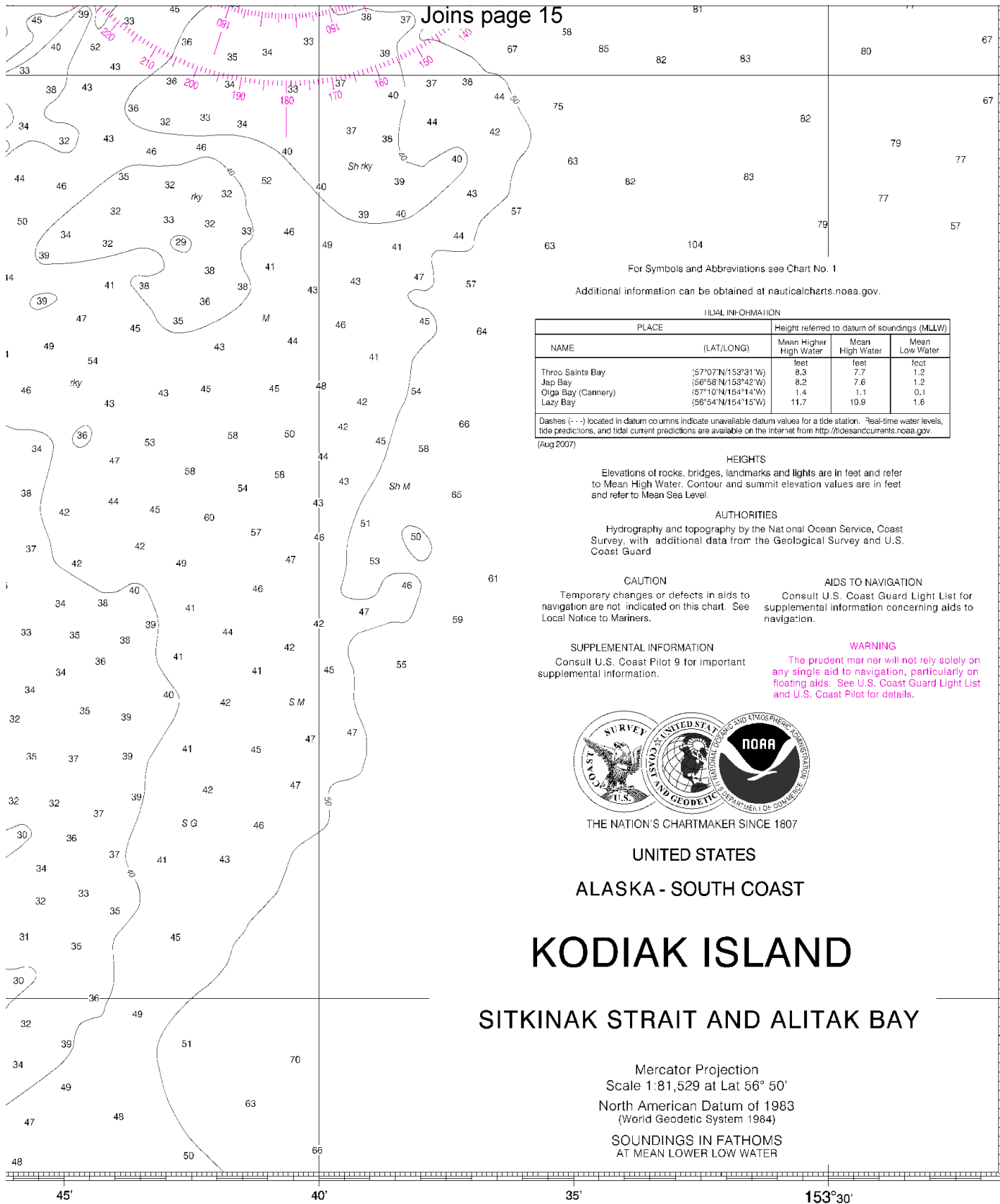
N FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

18





For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water		Mean Low Water	
		feet	feet	feet	feet
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Jap Bay	(56°58'N/153°42'W)	8.2	7.6	1.2	1.2
Oiga Bay (Cannery)	(57°10'N/154°14'W)	1.4	1.1	0.1	0.1
Lazy Bay	(56°54'N/154°15'W)	11.7	10.9	1.6	1.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2007)

HEIGHTS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Geological Survey and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

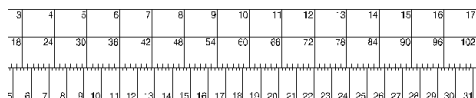
ALASKA - SOUTH COAST

KODIAK ISLAND

SITKINAK STRAIT AND ALITAK BAY

Mercator Projection
Scale 1:81,529 at Lat 56° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER



Sitkinak Strait and Alitak Bay
SOUNDINGS IN FATHOMS - SCALE 1:81,529

16590
LORAN-C OVERPRINTED

CONTINUED ON CHART 16590

56° 30'

NSN 7642014011280

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.